

Message

From: Block, Molly [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=60D0C681A16441A0B4FA16AA2DD4B9C5-BLOCK, MOLL]
Sent: 4/2/2018 8:28:03 PM
To: Beach, Christopher [beach.christopher@epa.gov]; Bowman, Liz [Bowman.Liz@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Wilcox, Jahan [wilcox.jahan@epa.gov]; Konkus, John [konkus.john@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]; Hewitt, James [hewitt.james@epa.gov]; Daniell, Kelsi [daniell.kelsi@epa.gov]
Subject: RE: POLITICO: Pruitt: California can't 'dictate' car rules

If we do a WTAS, we can pull from this:



FOR IMMEDIATE RELEASE

April 2, 2018

Contact: Press Office

(202) 226-4972

Committee Leaders Comment on EPA's Determination in Mid-Term Evaluation

WASHINGTON, DC – Subcommittee on Energy Chairman Fred Upton (R-MI), Subcommittee on Environment Chairman John Shimkus (R-IL), and Subcommittee on Digital Commerce and Consumer Protection Chairman Bob Latta (R-OH), today issued the following statement after the Environmental Protection Agency (EPA) announced a new final determination as part of the Mid-Term Evaluation process for model year 2022-2025 vehicle standards.

"While today's announcement is far from a final rulemaking and actual changes to the standards, EPA's determination reflects current realities and better mirrors what the car-buying public wants," **said Upton, Shimkus, and Latta.** "If automakers cannot produce the cars people want to buy at prices they can afford, that will quickly have an adverse impact on the auto industry, its workers, and even the environment as older, less-efficient cars will remain on our roadways. That is why we need reasonable and achievable improvements in fuel economy, and this determination is a step in the right direction."

Background: Under the Mid-Term Evaluation schedule, NHTSA and EPA were to jointly issue their respective determinations on the model year 2022-2025 standards by April of 2018. However, the Obama EPA abandoned this commitment and issued their own final determination seven days before President Trump was sworn into office. In March of 2017, Trump's EPA announced they would revisit the previous administration's determination and make its own determination by April 2018.

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From: Block, Molly
Sent: Monday, April 2, 2018 3:06 PM
To: Beach, Christopher <beach.christopher@epa.gov>; Bowman, Liz <Bowman.Liz@epa.gov>; Ferguson, Lincoln <ferguson.lincoln@epa.gov>; Wilcox, Jahan <wilcox.jahan@epa.gov>; Konkus, John <konkus.john@epa.gov>; Abboud, Michael <abboud.michael@epa.gov>; Hewitt, James <hewitt.james@epa.gov>
Subject: POLITICO: Pruitt: California can't 'dictate' car rules

Decent coverage

From: POLITICO Pro Energy Whiteboard [mailto:politicoemail@politicopro.com]

Sent: Monday, April 2, 2018 2:59 PM

To: Block, Molly <block.molly@epa.gov>

Subject: Pruitt: California can't 'dictate' car rules

By Alex Guillén

04/02/2018 02:53 PM EDT

EPA Administrator Scott Pruitt today stopped short of announcing plans to revoke California's waiver to enforce more stringent auto emissions standards, but indicated he will pressure the state to fall in line behind federal rules.

"Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," Pruitt said in a press release formally announcing his decision to revise rules for model year 2022-2025 vehicles.

"EPA will set a national standard for greenhouse gas emissions that allows auto manufacturers to make cars that people both want and can afford — while still expanding environmental and safety benefits of newer cars," Pruitt continued. "It is in America's best interest to have a national standard, and we look forward to partnering with all states, including California, as we work to finalize that standard."

California regulators have indicated they are unlikely to agree to any changes to the program unless EPA agrees to issue standards continuing to require more efficient vehicles for model years 2026-2030.

Pruitt also took a swipe at the Obama administration, which in its own January 2017 determination said the current rules were achievable.

"The Obama EPA's determination was wrong," Pruitt said. "Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

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<https://www.politicopro.com/energy/whiteboard/2018/04/pruitt-california-cant-dictate-car-rules-928969>

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